

What is claimed is:

1. A system for controlling a vehicle with a transmission component having a hydraulic transmission link, the system comprising:
 - a transmission controller; and
 - an engine controller, the engine and/or the transmission being controlled by the transmission controller and/or the engine controller so as to detect a fluid loss or to avoid a hazardous situation capable of occurring from a fluid loss in the hydraulic transmission link.
2. The system as recited in claim 1 wherein the transmission component is a clutch.
3. The system as recited in claim 1 wherein the fluid loss or hazardous situation is detected as a function of at least one operating state of the vehicle.
4. The system as recited in claim 3 wherein the fluid loss or hazardous situation is determined as a function of at least one of the following: whether the vehicle is parked, whether a gear is selected, whether a vehicle brake is applied, and whether the at least one operating state is present for a predetermined time interval.
5. The system as recited in claim 4 wherein the predetermined time interval is five seconds.
6. The system as recited in claim 4 wherein, at the time of detection of the at least one operating state, a neutral state of the transmission is selectable via the transmission controller.
7. The system as recited in claim 6 wherein the neutral state is terminated when a gear is engaged, when the brake application is terminated, and/or when an accelerator is pressed.

8. The system as recited in claim 7 wherein, after engaging a gear, a start function or a creep function is activatable.

9. The system as recited in claim 1 wherein the fluid loss or hazardous situation is determined as a function of at least one of the following: whether a vehicle brake is applied; whether a clutch signals the status “disengaged;” whether the engine speed is below an idle setpoint, and whether an idle control torque is increased.

10. The system as recited in claim 9 wherein, at the time of detection of the at least one operating state, the engine can be shut down via the engine controller.

11. The system as recited in claim 1 wherein a fluid loss or hazardous situation is detectable when no new gear is engageable.

12. The system as recited in claim 11 further comprising monitoring of a synchronizing time, whereby at least a gradual error is detectable.

13. A method for controlling a vehicle having an automatic clutch and a controller for the clutch controlling the clutch via a fluid transmission link capable of leaking comprising the steps of:

determining a situation of the vehicle where a leak in the fluid transmission link would be a hazardous situation, and

turning off the engine or placing the transmission in neutral during the hazardous situation.

14. The method as recited in claim 13 wherein the hazardous situation is determined when the following conditions are met: the transmission is in gear; a vehicle brake is activated; and an accelerator has not been activated or the vehicle brake has not been deactivated for a predetermined time.

15. The method as recited in claim 14 wherein the transmission is placed in gear when a gear is engaged, when the vehicle brake is deactivated and/or when the accelerator is pressed.

16. The method as recited in claim 15 wherein a creep function is activated when the transmission is placed in gear.

17. The method as recited in claim 13 wherein the hazardous situation is determined when the following conditions are met: a vehicle brake is applied, the clutch signals a “disengaged” status, and when the engine speed is below an idle setpoint.

18. The method as recited in claim 17 wherein the engine is shut down via an engine controller when the hazardous situation is determined.